

ROYAL NAVAL DIVISION.
PUBLIC SCHOOL BATTALION.
THE ADMIRALTY have given
3000 men, which will be
strictly limited to Public School
or University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
4, 7 and 8, Old Bond Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

LOSS can be avoided
by insuring with
ALEX. ROSS & Co. against
FIRE, MARINE, MOTOR CAR
and SICKNESS RISKS.
Lowest Rates, Prompt and
Liberal Settlements.
Phone 27.

No. 18,159.

號九十五百一千八百一第

日八十二月六年辰丙 HONGKONG, THURSDAY, JULY 27TH, 1916.

四拜禮

號七十二月七年五國民華中

Prior, \$8 PER MONTH.

THE HOME MAILS.

TO ARRIVE.

July 27th. Europe (via Siberia), per
s.s. CHENAN.
July 29th. Europe (via Siberia), per
s.s. NIPPON MARU.
July 30th. Europe (via Negapatam), per
s.s. IYO MARU.

TO DEPART.

July 27th. Europe (via Siberia), at 3
p.m., per s.s. SHANTUNG.
July 28th. Straits, Burmah, Ceylon,
Adelaide, Western Australia,
India, Aden, Egypt, and
Europe, at 11 a.m., per s.s.
NANKIN.

Aug. 1st. Europe (via Siberia), at 3
p.m., per s.s. CHENAN.
Aug. 3rd. Straits, Colombo, Durban,
Cape Town and London, at 11
a.m., per s.s. SIVA MARU.

Aug. 5th. Formosa (via Keelung, Shang-
hai, North China, Japan
via Moji, Victoria, B.C.,
Seattle, Wash., and United
Kingdom (via Canada), at 3
p.m., per s.s. KAMAKURA
MARU.

Aug. 9th. Europe (via Siberia), at 10.30
a.m., per s.s. EMPRESS OF
ASIA.

Aug. 9th. Shanghai, North China,
Japan (via Nagasaki, Vic-
toria, Vancouver, United
States, South America, and
United Kingdom (via Cana-
da), at 10.30 a.m., per s.s.
EMPRESS OF ASIA.

N.B.—For further returns and for Mails to
and from the Coast Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net.
In Bags 250 lbs. net.

SHEWAN TOMES & Co.,
General Managers.

Hongkong, 9th December, 1914. 860

FRENCH LESSONS

G. MOUSSON.

15, MORRISON HILL ROAD.

945

NEW CARTRIDGES.

BY popular English Manufacture.

In all Bore and Size

SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to 55SG, at \$6, \$7 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. '641

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS

STORE.

Photographic Goods of Every Description

in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

Telephone 1219.

Hongkong, 4th February, 1915. 586

PEAK TRAMWAY COMPANY, LIMITED.

TIME-TABLE.

WEEK DAYS.

7.00 a.m. to 9.00 a.m. Every 15 minutes.

8.00 " " " " " " " " " " " "

9.00 " " " " " " " " " " " "

10.00 " " " " " " " " " " " "

11.00 " " " " " " " " " " " "

12.00 p.m. to 1.00 p.m. " " " " " "

1.00 p.m. to 2.00 p.m. " " " " " "

2.00 p.m. to 3.00 p.m. " " " " " "

3.00 p.m. to 4.00 p.m. " " " " " "

4.00 p.m. to 5.00 p.m. " " " " " "

5.00 p.m. to 6.00 p.m. " " " " " "

6.00 p.m. to 7.00 p.m. " " " " " "

7.00 p.m. to 8.10 p.m. " " " " " "

8.10 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

7.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 " " " " " " " " " " " "

11.30 " " " " " " " " " " " "

12.00 noon to 1.00 p.m. " " " " " "

1.00 p.m. to 5.00 p.m. " " " " " "

5.00 p.m. to 6.00 p.m. " " " " " "

6.00 p.m. to 7.00 p.m. " " " " " "

7.00 p.m. to 8.10 p.m. " " " " " "

NIGHT CARS on Week Days.

Extra Car at 12 Midnight.

SPECIAL CARS by arrangements at

the Company's Office Alexandra Buildings,

Des Vaux Road Central.

Season and punch tickets available for all

cars not already full running at the time

stated in the Company's time-tables, but

not for special cars, can be obtained on

application at the Company's Office. No

Season ticket will be issued until payment

therefor has been made in Bank Notes or

by Cheque or Comproadors Order represent-

ing Bank Notes.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 12th June, 1915. 611

MITSUBISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.O., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairs of Ships, Engines and Boilers, and Electrical Engineers
Manufacturers of Central Condensers, Steam Manganese, Horse Castings,
Person's Steam Turbines and Turbo-Alternators, &c. &c.

NAGASAKI

TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

DOCK NO. 1. DOCK NO. 2. DOCK NO. 3.

Length on Keel Blocks ... 510 feet ... 714 feet
Width of Entrance on bottom ... 77 " ... 64 "
Water on Blocks at Spring Tide ... 25 " ... 24 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 80 and 30 tons each, besides 150 tons Giant Crane.

KOBE

TELEGRAPHIC ADDRESS: "DOCK" KOBE.

FLOATING DOCKS.

Lifting Power ... No. 1 7,000 tons, No. 2 12,000 tons
Max. Length of Ship taken in ... 160 feet ... 530 feet
Max. Breadth of Ship taken in ... 68 " ... 68 "
Max. Draft of Ship taken in ... 23 " ... 28 "
The Salvage Steamer "ABIMA MARU," Pumping capacity per hour 8,000 tons.

HIKOSHIMA (Near Shimoda)

TELEGRAPHIC ADDRESS: "DOCK" SHIMODA.

GRAVING DOCK.

Length on Keel Blocks ... 538 feet 0 inches
Width at Entrance on bottom ... 68 " ... 0 "
Depth of Water on Blocks at Spring Tide ... 25 " ... 7 "
Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application.

743

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL.

New well-known throughout the East for

STEAM RAISING, FORGING, STEEL MAKING, SHIPS'

BUNKERS and HOUSEHOLD PURPOSES.

KAIPING COKE:

Completes with the best quality English Cokes for

FOUNDRY, SMELTING and HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS GRADE

FIRECLAY.

STOCK ALWAYS ON HAND.

OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADDR.: MAISHAN, HONGKONG

TELEPHONE No. 1030

DODWELL & CO., LTD.,

Hongkong, 1st October, 1914. AGENTS. 120

SOUTH MANCHURIA RAILWAY.

TRAVERSING THE NEWEST and MOST INTERESTING COUNTRY
OPENED TO THE TOURIST and HOLIDAY-MAKER.

THE SHORTEST, QUICKEST, and CHEAPEST ROUTE BETWEEN THE
FAR EAST and EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE composed
of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between
Dairen and Changchun in connection with the Trans-Siberian Express Trains and with
Dairen-Selton (Tientsin) Shenzhai Mail Steamer Service by the S.S. "SAKAKI MARU"
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND				SOUTH BOUND			
Train	From	To	Time	Train	From	To	Time
1st Class	Dairen	Changchun	11.30 a.m.	1st Class	Changchun	Dairen	11.30 a.m.
2nd Class	Dairen	Changchun	11.30 a.m.	2nd Class	Changchun	Dairen	11.30 a.m.
3rd Class	Dairen	Changchun	11.30 a.m.	3rd Class	Changchun	Dairen	11.30 a.m.
4th Class	Dairen	Changchun	11.30 a.m.	4th Class	Changchun	Dairen	11.30 a.m.
5th Class	Dairen	Changchun	11.30 a.m.	5th Class	Changchun	Dairen	11.30 a.m.
6th Class	Dairen	Changchun	11.30 a.m.	6th Class	Changchun	Dairen	11.30 a.m.
7th Class	Dairen	Changchun	11.30 a.m.	7th Class	Changchun	Dairen	11.30 a.m.
8th Class	Dairen	Changchun	11.30 a.m.	8th Class	Changchun	Dairen	11.30 a.m.
9th Class	Dairen	Changchun	11.30 a.m.	9th Class	Changchun	Dairen	11.30 a.m.
10th Class	Dairen	Changchun	11.30 a.m.	10th Class	Changchun	Dairen	11.30 a.m.

* Russian Train Time is 25 minutes faster than S.M.R. Time.

The above fares do not include the Express Train Berth Fee.

To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Changchun

at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class

Passengers can secure sleeping accommodation on payment of Yen 2.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "Yamato"). At Dairen,

Port Arthur, Mukden, Changchun, and Hsiching (the finest sea-side resort in North China),

all under the Company's Management.

TICKET AGENCIES.—The Company's Railway and Steamship Tickets are obtainable

at all the Agencies of the INTERNATIONAL TRAVELING CAR & EXPRESS TRAVEL CO.,

Messrs. THOS. COOK & SON, the NORDISK REISEBUREAU and the NIPPON YUSEN KAISHA,

Shanghai, from whom all information, time-tables, pictorial guide-books, etc., can be obtained

free, or direct from the—

SOUTH MANCHURIA RAILWAY CO., DAIREN.

Tel. Add.: "MANCHU." Codes: A.B.C. 5th Ed., A1, and Lieber's

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,

and also at Antung, Chaofoe Shanghai, Hongkong, Manila, Singapore, and Penang.

MINING DEPARTMENT

SOUTH MANCHURIA RAILWAY CO., DAIREN.

423

KELLY & WALSH, LTD.

LIST OF NEW BOOKS.

Received per s.s. "NOVARA," July 17th, 1916.
The Winning Post Summer Annual ... 8.00
1916 ... 8.00
The Naval Annual War Edition ... 8.00
Year Ago: Eye-Witness' Narrative ... 8.00
of the War from March 30th to July ... 8.00
19th, 1915 ... 8.00
JACK'S SELF EDUCATOR ... 1.50
Our Story at War, by General ... 8.00
From Boundary Rider to Prime Minister ... 8.00
Hughes of Australia, by Douglas ... 8.00
Sladen ... 8.00
What is Coming? A Forecast ... 8.00
of Things After the War, by H. G. ... 8.00
Wells ... 8.00
The Anno Book: Written and illus- ... 8.00
trated in Gallipoli by the men of ... 8.00
Anzac ... 8.00
1915: The Story of a Fatal Peace, by ... 8.00
Edgar Wallace ... 8.00
Alfred Russel Wallace: Letters and ... 8.00
Reminiscences, by James Marchant ... 8.00
Two Volumes, Illustrated ... 8.00
Serums, Vaccines and Toxins, in Treat- ... 8.00
ment and Diagnosis, by W. C. ... 8.00
Bossuquet and J. W. H. Eyre ... 8.00
Gai Saber: Tales and Songs, by ... 8.00
Maurice Hewlett ... 8.00
The Studio Year Book of Decorative ... 8.00
Art 1916 ... 8.00
My Buron's Vegetable Book, 75 ... 8.00
Recipes for Cooking and prepara- ... 8.00
tion of Vegetables ... 8.00

"HONGKONG DAILY PRESS" PUBLICATIONS.

Directory and Chronicle of the Far East \$10.00
Do. Do. Smaller Edition 6.00
Children of Far Cathay, a Social and ... 3.50
Political Novel, by C. J. H. Malcombe
The Jubilee of Hongkong, being an ... 1.00
Historical Sketch, to which is added
an Account of the Celebrations in 1891
The Hongkong Typhoon, Sept. 18th, 1906,
Illustrated Account ... 0.50
Temporary Mining Regulations in China ... 0.50
Regulations for Railway Construction in ... 0.50
China ... 0.50
Hongkong Hazard Reports of the ... 5.00
Meetings of the Legislative Council,
Published Annually
Mountings of Naval Guns and their ... 1.00
Subsequent Use with the Ladysmith
Relief Column ... 1.00
Warlike Exploits of the Merchant Navy,
by J. E. Featherstonhaugh ... 1.00
Political Obstacles to Missionary Success ... 0.25
in China ... 0.25
Trade Mark Regulations in China ... 0.25

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 8 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily. Hongkong, 10th July, 1915. 77

SPEND YOUR VACATION IN BAGUIO (PHILIPPINES).

CITY Built on Pine Clad Hills Swept by
Cool and Refreshing Breezes.
5,000 FEET ABOVE SEA LEVEL.
65° F. AVERAGE TEMPERATURE.
Eight hours by Rail or Automobile from
Manila.
GOLF, TENNIS, POLO.
MOUNTAIN CLIMBING TO
ALTITUDES OF 9,000 FEET.
FINEST AUTOMOBILE ROADS
IN THE WORLD.
Automobile and Horse Race Tracks
FIRST CLASS HOTELS
For Information, address:
THE CITY SECRETARY,
BAGUIO, P.I.
or nearest Office of THOS. COOK & SON.
788

FOR SALE. COLLECTION of used MACAU POSTAGE STAMPS in packets, ALL DIFFERENT.

20 Stamps for \$1. 40 for \$3. 60 for \$7.
80 for \$12. 100 for \$20.

GRACA & CO.

No. 4, WYNDHAM STREET.

Hongkong, 16th June, 1916. 861

ON SALE

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, from 1st December,
1915. With Index. Price \$7.50.

On Sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 10th March 1916

CHINKIANG—Messrs. GEARING & Co.

MANILA—Messrs. MACDONALD & Co.

SINGAPORE—Messrs. BERNER & Co., Ltd.

GLASGOW—Messrs. A. R. BROWN,

McFARLANE & Co., Ltd.

For Particulars apply to
K. KATO, Manager,
No. 2, Leeder Street, Hongkong.
Hongkong, 23rd May, 1916. 616

HOTELS

HONGKONG HOTEL

GRILL ROOM.

J. H. TAGGART.

Manager.

KING EDWARD HOTEL

CENTRAL LOCATION.

ELECTRIC LIFTS and LIGHTING.

TELEPHONE on EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Telephone: No. 378.

Tel. Address: "VICTORIA."

J. WITTELL.

Manager.

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and

TOURIST HOTEL. Unrivalled for

Comfort, Health and Convenience. Telephone

in every Room, prompt connection maintained

by six lines to Central.

Fifteen minutes from Principal Landing

Stage. Moderate Tariff and Excellent Cuisine,

Roof Garden, and Social Rooms. European

Runners meets Steamers.

P. O. FEUSTEL.

Manager.

THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL

is now OPENED under NEW

MANAGEMENT. The place has been

renovated throughout and entirely refurnished.

Situated on the Praia Grande facing the sea,

NEW ADVERTISEMENTS

HONGKONG CRICKET CLUB

MEN'S DOUBLES HANDICAP.

ENTRIES to be made in pairs and to be entered on the sheet in the Pavilion. Entrance fee, \$2 each player, to be paid to "Triple" at time of entry. Half the entrance fees will be given to the TOBACCO FUND.

Entries close 7th August.
Hongkong, 27th July, 1916.

[94]

HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LTD.

DURING the absence of Mr. W. E. CLARKE from the Colony, Mr. JOHN ARNOLD will act as Secretary to the Company.
By Order of the Board of Directors,
P. H. HOLYOAK,
Chairman.

Hongkong, 24th July, 1916.

[938]

HONGKONG JOCKEY CLUB.

A MEETING of Members interested in a SUBSCRIPTION CHIFFINS for the next Races will be held at the JOCKEY CLUB Office, on TUESDAY next, 1st August, at 12 o'clock Noon.
By Order,
T. F. ROUGH,
Clerk of Course.

HONGKONG TRAMWAY COMPANY, LIMITED

(INCORPORATED IN THE UNITED KINGDOM).

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND at the Rate of 7 per cent. for the Half-Year ended 30th June 1916, has been declared. The Dividend will be Payable on and after WEDNESDAY, the 13th day of September, 1916, to Shareholders on the Register on MONDAY, the 31st day of July, 1916, and will be paid to Shareholders on the Colonial (Hongkong) Register at exchange of 2/11 per Dollar.
By Order of the Board,
W. E. ROBERTS,
Secretary.

Hongkong, 17th July, 1916.

[917]

FOR SALE.

ONE 104 H.P. HORNSBY ACKROYD OIL ENGINE complete with and coupled direct to one 6 K.W. Continuous Current Shunt Wound Dynamo of 50/70 volts with shunt regulator.
Also ONE SWITCHBOARD for ACCUMULATORS, DYNAMO, &c., complete with instruments for 100 Amps.
For further particulars apply to—
LINSTEAD & DAVIS,
Alexandra Buildings.

[84]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON, GENOA AND SINGAPORE.

THE Motorship

"GLENOLLYN,"
Captain O. J. Simpson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 31st inst., at 10 A.M.

All Claims must be presented within FIFTEEN Days of the Steamer's arrival here, after which date they cannot be recognized.

Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst., 1916, will be subject to rest.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 24th July, 1916.

[942]

S.S. "ATLANTIQUE"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after FRIDAY, the 25th July, at Noon, will be subject to rest and landing charges.

All Claims must be sent in to me on or before the 28th July, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 27th July, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 24th July, 1916.

[2]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN,"
Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 24th July, 1916.

[27]

AUCTION

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction.

TO-MORROW (FRIDAY),
the 28th day of July, 1916, at 3 o'clock in the afternoon, at their Sale Rooms, Ice House Street, Victoria, Hongkong.

The following very desirable residential Property at the Peak:
situate in Chamberlain Road, 100 yards from the Peak Tram Station and adjoining the Peak Hotel.

Being RURAL BUILDING LOT No. 78, and known by the name of "TREVERBYN."

The property is held under Crown Lease and contains an area of 44,894 square feet.

For further particulars and conditions of sale apply to—

MESSRS. HASTINGS & HASTINGS,
Vendor's Solicitors,
No. 8, Des Vaux Road Central,
or to

MESSRS. HUGHES & HOUGH,
The Auctioneers.

Hongkong, 10th July, 1916.

HOUSES TO LET

TO LET.

GODOWN in Duddell Street. Light and airy Offices overlooking Statue Square. Moderate rent.

For rent and other particulars apply to—
"H."

Care of "Daily Press" Office.
Hongkong, 25th July, 1916.

TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (In Ice House Street).

Apply to—
WILKINSON & GRIST,
801.

TO LET.

A TWO-STORIED EUROPEAN HOUSE

at No. 19, Kennedy Road East;
Consisting of Four Rooms with Bathrooms and Out-houses Complete.

Apply—
YOUNG HEE,
10, Des Vaux Road Central.

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING.

For particulars etc., apply—
THE HONGKONG CENTRAL ESTATE, LTD.

TO LET.

From 1st May.

OFFICES, 2nd Floor, St. George's Buildings.

Apply to—
SHEWAN, TOMES & Co.,
[518]

TO LET.

"ROCKLANDS," No. 7, Robinson Road, from 1st August, 1916, or earlier.

Apply—
M. J. D. STEPHENS,
18, Bank Buildings.

TO LET.

A HOUSE, in Observatory Villas, Kowloon.

Apply to—
ARRATTON V. APCAR & Co.,
14, Des Vaux Road.

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.

Apply to—
CHINA FIRE INSURANCE Co., Ltd.,
[622]

TO LET.

OFFICES in Prince's Building.

Apply to—
SHEWAN, TOMES & Co.,
Liquidators,
REUTER, BROCKELMAN & Co.
[573]

TO LET.

NO. 4, DES VAUX ROAD CENTRAL, First Floor.

THE COMMODIOUS DWELLING HOUSE, with Office, Servants' Quarters, etc.

No. 14, SHAMEN, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.

Apply to—
DAVID SASSOON & Co., Ltd.,
[418]

TO LET.

OFFICES at 2, Connaught Road.

HOUSE in CLIFTON GARDENS, Conduit Road.

No. 1, and 2, WEST END TERRACE, CANTON.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
[32]

TO LET.

TWO ROOMED-FLATS in Nathan Road Kowloon.

THREE ROOMED-FLATS in Humphrey's Buildings, Kowloon.

FOUR ROOMED-FLATS in May Road with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.

TO LET.

Two roomed flats in Nathan Road Kowloon.

Three roomed flats in Humphrey's Buildings, Kowloon.

Four roomed flats in May Road with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

Four roomed houses in Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.

TO LET.

Two roomed flats in Nathan Road Kowloon.

Three roomed flats in Humphrey's Buildings, Kowloon.

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The Daily Press.

HONGKONG, 27th JULY, 1916.

THE IRISH IMPASSE.

The prospect of effecting an amicable settlement of the perennial Irish question seems as elusive as a will o' the wisp.

A fortnight ago we were led to believe that the negotiations which had been undertaken by Mr. Lloyd George had resulted in a compromise acceptable to all parties, a few days later there was evidence of some misunderstanding, and now there appears to be a veritable impasse.

The agreement came to between the Irish Nationalists and Unionists provided that the six Protestant Counties of Ulster should be excluded from the operation of the Home Rule Act for an unspecified period, and, as a *quid pro quo*, that, pending a permanent settlement by an Imperial Conference at the close of the war, the Irish members should retain their seats at Westminster.

When this scheme was submitted to the Cabinet, however, it failed to meet with general approval, and in the Bill which was promised for this week important modifications were introduced. It was insisted by the Unionists that the exclusion of the Ulster counties should be permanent or, at least, that their inclusion should not be automatic, and that the representation of Ireland in the British House of Commons should be reduced, except when Home Rule was under consideration. In regard to the first point, the Unionists are only asking for that which they have all along insisted upon, and it is difficult to understand why this concession should encounter such vigorous opposition from the Nationalists. The unsophisticated, indeed, might be pardoned for thinking that it ought to be welcomed as a means of escape from a troublesome partnership. Deprived of the prosperous industrial north-eastern corner of the island, however, the Parliament at Dublin would lose an important source of revenue. Nevertheless, the Nationalists are, apparently, prepared to submit to this temporarily, and, if self-government is to be followed by the blessings

which those who demand it so confidently anticipate, Ulster is not likely to desire to stand aloof from the rest of Ireland for long. That the Province can be won over by good government, Sir Edward Carson admits, but at present it prefers to remain as it is and not to make rash experiments from which there will be no means of withdrawing. The objection to the retention of the full number of the Irish members in the House of Commons is based on the very reasonable ground that it might mean the difference between a Liberal and a Unionist Government in Great Britain. It has long been a grievance on the part of the electors of Great Britain that both political parties were obliged to bid for the Irish vote, and this grievance would be intensified if Ireland, already placed in control of its own domestic affairs, were in a position, also, to exercise a deciding influence upon British affairs. While Mr. Redmond and his supporters may argue with some show of plausibility that it would be unfair to curtail their opportunities of guarding their interests effectively until the future of Ireland is definitely settled, that argument loses its force when it is remembered that the final scheme is to be drawn up by an Imperial Conference, and that, in the meantime, Ireland will have its full representation upon any matter that relates to the point at issue.

In justice to Mr. Redmond and his party, it must be admitted that they have shown no desire to recede from the terms to which they consented during the negotiations; but, on the other hand, they show no disposition to advance an inch beyond them. They must have known, of course, that neither they nor Sir Edward Carson and his followers were the only people to be consulted, and we think that they will be foolish if they allow the present opportunity to pass of bringing Home Rule into immediate operation because they cannot get all that they wish. There is a general disposition at the present moment to show an accommodating spirit, which may be absent later on when the war is a thing of the past and domestic differences emerge from the background into which they have been temporarily thrust by common consent. The Nationalists have within their grasp the chance of justifying the faith that is in them, and of proving by practical demonstration that the fears which their opponents entertain of the results of self-government in Ireland are chimerical. Will they allow that chance to pass unheeded? We hope not, for the alternative cannot be viewed with equanimity by anyone who realises the danger of internal dissension at this crisis in the history of the race. The provisional system of Irish Government outlined recently by Lord Lansdowne was promptly denounced by Mr. Redmond as "naked coercion."

A mail for Europe via Siberia closes to-day at 3 p.m.

We have to acknowledge with thanks the receipt of \$10 for the Hongkong Hut Fund from the Rev. M. C. Mackenzie, of Wukingfu, Swatow.

The Hongkong Cricket Club invites entries for a Men's Doubles Handicap Tournament, half the entrance fees of which will go to the Tobacco Fund.

It is hoped to hold a Service of Intercession at St. John's Cathedral, at 8 p.m., on Friday, August 4th, the second anniversary of the declaration of war.

The Chinese youth who injured his spine by diving from a bamboo structure into shallow water at Kennedy Town, has died at the Government Civil Hospital.

The electric lamps in vicinity of May Road and at May Road station were again stolen on Tuesday night. This is the fourth successful raid in a fortnight, and does not reflect much credit on the vigilance of the police.

Among the local residents who left the Colony yesterday by the *Empress of Japan* were Mr. R. E. O. Bird, Mr. R. J. Birbeck, Mr. W. E. Clarke, Mrs. R. M. Dyer, Capt. and Mrs. J. T. Douglas, Dr. and Mrs. Forsyth, Mr. and Mrs. M. S. Northcote, Rev. H. W. and Mrs. Stewart, Rev. C. B. Shann, Mrs. W. J. Tatcher, and Mr. John Paterson.

HONGKONG VOLUNTEER RESERVES.

INSPECTED BY MAJOR-GENERAL VENTRIS.

There was a satisfactory muster of the Hongkong Volunteer Reserves at the Polo Ground, Causeway Bay, last evening, when the Corps was inspected by Major-General Ventriss, General Officer Commanding. H.E. the Governor was also present.

The Reserves were under the command of Major Wakeman, with Capt. Champkin as adjutant; "A" Company being under the command of Capt. Landale, "B" Company being commanded by Capt. Branch. The machine-gun section was also present, under Lieut. Thornhill.

The General was received with the general salute, the music being supplied by the bugle band of the Shropshire Light Infantry. The men then marched past in companies, in mass, and also advanced in review order. They then marched past in column of fours, after which, with the Major in command, they went through a series of battalion movements, concluding with extended order. The men subsequently formed up in close column and were briefly addressed by the Governor. His Excellency remarked on the great improvement he had noticed in the Reserves since he himself had had the pleasure of inspecting them. He was greatly impressed by the way in which the men had drilled, for they had proved themselves to be a very useful body of men. His Excellency also congratulated the officers on the manner in which their men had drilled. It was, he said, a matter for much satisfaction.

FAILING TO REGISTER VISITORS.

HONGKONG HOTEL MANAGER FINED.

A case of failing to register hotel visitors was heard before Mr. Wood at the Hongkong Police Court yesterday, when F. A. Chopard, manager of the Astor House Hotel, was charged with failing to make to the Captain Superintendent of Police, as required by Ordinance 19 of 1915, section 14, a report showing the name, nationality and date of arrival and departure of one A. B. R. Harris, who stayed at the Astor House Hotel on the night of July 15th. Mr. Chopard was further charged with failing to enter in the register kept for the purpose the particulars required by the Ordinance. Similar charges were also preferred in connection with a man named Robinson, third engineer of the *Str. Hui Chong*, and another European named Peckly, third engineer of the *Str. Sangkhai*.

The Captain Superintendent of Police prosecuted, and mentioned that the last named men on the charge stayed at the Hotel on July 10th. There had been rumours that Germans were staying at the hotel, and the matter had given the police considerable trouble. It had taken the police two days to trace the people mentioned in the charge.

Mr. Chopard admitted the offences, but said that he was indisposed at the time, and the office and books were left in the charge of an employee. He added that the three men mentioned left the hotel without paying their bills or giving notice. They all came late in the evening and said that they would fill in the register on the following morning, but they failed to do so. All the men were of British nationality, and he (defendant) thought that they would know the regulations as well as he did.

The Captain Superintendent intimated that the police relied on the hotel lists to keep them on the track of people, and it was just these sort of "casual people" whom they desired to keep in sight. The Astor House Hotel had supplied the lists for the days covering the visit of the men, but no mention was made of them. Some time ago, added Mr. Messer, a fine of \$25 was imposed in a case under the Ordinance, but the present case, in his opinion, was a more serious one.

Mr. Wood said that it was an important matter for the police to keep on the track of everybody at the present time, and if hotel-keepers did not attend properly to their registers the police would have serious difficulty thrown in their way, and their work might prove useless.

A fine of \$100 was imposed.

A railway Association known as Tich Tao Hsieh Hui started some five years ago under the auspices of Mr. Chang Hsi-hu, a Sectional Chief of the Ministry of Communications in the Nanking Government, will be revived.

DEATH OF MR. IAN CARMICHAEL. CAUSED BY FALLING ON SHIP'S DECK.

Additional details have been received by Mr. H. F. Carmichael relative to the death of his son, Flight Sub-Lieut. Ian Carmichael. These go to show that the deceased was flying in his seaplane at no great height above the surface of the sea just previous to the fall which brought about his death. Apparently, in endeavouring to rise in order to avoid a ship's masts, the young aviator misjudged the height of the mainmast with the result that the wing of his seaplane struck the top of the mast with such force that the wing was smashed. This caused the machine to immediately collapse, and the aviator was dashed on to the foredeck of the steamer, death being instantaneous.

In connection with the sad happening, the father of the deceased aviator has received a cablegram from the Keeper of the Privy Purse which states:—"The King and Queen deeply regret the loss you and the Navy have sustained by the death of your son in the service of his country. Their Majesties truly sympathise with you in your sorrow."

CUTTING OFF THE COCK'S HEAD.

AMUSING STORY TOLD AT THE HONGKONG SUPREME COURT.

An amusing story was related by the Acting Chief Justice at the Supreme Court yesterday in the course of a Chinese family action.

Questioning one of the plaintiffs regarding an alleged forged document, Mr. Potter asked him if he was prepared to swear that he had not committed fraud; was he, in fact, prepared to go to the Man Mo temple and to take any prescribed oath?

Plaintiff—Decidedly so.

Mr. Potter—Would you go so far as to cut the cock's head off?—Yes.

The Acting Chief Justice—That reminds me of a case in which a Chinese witness in one of the London Courts, when asked what oath he was prepared to take, replied in broken English he was prepared to "cut the cock's head off," "make break sauce," or "smell the book." (Laughter.)

Another plaintiff was questioned on similar lines by Mr. Potter, and he also replied that he was prepared to go to the Man Mo temple to cut off the cock's head, adding, "Why shouldn't I?"

Mr. Jenkin, in cross-examination, asked this witness—"You agree that a man who would forge a document in this way would have no hesitation in cutting off the cock's head in the Man Mo temple, or any other temple, for that matter?"

Plaintiff caused general amusement by replying—"It is human to do anything."

Mr. Jenkin—Then you agree with me that a man who would forge a document in this way would swear in any way?—Yes.

At another stage in the case this plaintiff admitted that with one exception he and his brothers were, according to Mr. Jenkin's phraseology, "wasters." Plaintiff added—"We are all fond of spending money; we all like to be happy, you know."

"But one of your brothers did not go on in this way," remarked Mr. Jenkin.

Plaintiff again caused amusement by remarking—"There are people of different dispositions in this world, you know. There are those who the more money they have the more they spend; and others are the other way about. He (the thrifty brother) was the only good one among the lot of us."

Later this same plaintiff used the word "sprouting" to describe the flourishing condition of a business.

The description seemed to puzzle the Court, and Mr. Nolan (the interpreter) said that the witness meant that the business was "springing up and shooting out in all directions," like bamboo

THE WAR.

BRITISH COMPLETELY HOLD POZIERES.

TURKS FLEEING FROM RUSSIANS.

THE IRISH DEADLOCK.

"UNNATURAL PARTITIONING OF THE COUNTRY."

BRITONS ABROAD AND MILITARY SERVICE ACTS.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMAN FAILURES ON BRITISH FRONT.

HEAVY BOMBARDMENTS.

LONDON, July 26th.

General Sir Douglas Haig, in a *communiqué*, states:—An attempt to attack our right flank yesterday afternoon was frustrated.

Two infantry attacks against the centre of our line were fruitless.

Further ground has been gained north of Pozieres, despite strong opposition.

The enemy has recently been further reinforced on the Somme front by both infantry and guns. The bombardment is continuous and occasionally very heavy.

Yesterday's infantry attacks, which were preceded by a specially violent bombardment, were stopped by concentrated fire, the enemy nowhere reaching our trenches. His casualties must have been severe.

There has been much hand-to-hand fighting on other parts of the line, where infantry, in places, worked their way forward.

The greater part of Pozieres is now ours. The prisoners taken here included two Battalion Commanders.

BOMB AND HAND-TO-HAND FIGHTING.

LONDON, July 25th.

General Sir Douglas Haig, in a *communiqué*, states:—The Germans attempted an infantry attack on Pozieres from the north-east, but were repulsed by our artillery.

Throughout the day there was fierce hand-to-hand and bomb fighting at various places all along the battle-front.

Between the Ancre and the sea there is nothing of importance to report.

BRITISH COMPLETELY HOLD POZIERES.

LATER.

A further *communiqué* from the British General states:—The whole of Pozieres is now in our hands.

West of the village a further advance was made, and two strong trenches were captured.

The Territorials carried out this advance, in which a number were made prisoner, including five officers captured. Elsewhere there is no change.

VALUE OF POZIERES.

PARIS, July 26th.

Pozieres, situated on the summit of a small plateau, is a point of vantage for artillery, hence the desperate resistance of the Germans.

ALLIES' CAPTURES TO DATE.

PARIS, July 26th.

Up to the present the British and French forces have taken 26,233 prisoners and enormous booty, including 150 guns and more than 80 square kilometres of ground.

A VIOLENT BOMBARDMENT.

PARIS, July 26th.

A *communiqué* says that apart from a violent bombardment in the La Lauffe district, on the right bank of the Meuse, there is nothing of importance to report.

[THROUGH REUTER'S AGENCY.]

FRENCH SUCCESSES ON THE SOMME.

BATTERY, REDOUBT AND MACHINE-GUNS CAPTURED.

PARIS, July 25th.

A *communiqué* reports:—North of the Somme, south of the village d'Estrees, we captured an enemy battery.

Since July 20th, we have captured beyond the Somme over sixty machine-guns.

Our infantry took the redoubt immediately west of Thimont, taking five machine-guns and forty prisoners.

LATER.

A *communiqué* says:—Last evening we carried a group of strongly-fortified houses south of d'Estrees and cleared out the enemy from the trenches north of Vermand Ouilleville.

There is a violent enemy bombardment from Floursy to La Lauffe.

A French air squadron has bombed the railway stations at Pierrepont and Longuyon and bivouacs near Mangiennes.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

MORE RUSSIAN SUCCESSES. TURKS RETREATING IN DISORDER.

PETROGRAD, July 25th.

A *communiqué* states:—The Western front is quiet.

On the Caucasian front, the Russians, repelling two Turkish counter-attacks, occupied the heights of Aglik in the neighbourhood of Etzidaman, to the east of which the Russians have occupied the line from the River Douroun to Davasi. The cavalry has reached the line from Bostapa to Mertekli.

A later *communiqué* states that a furious battle is proceeding in connection with General Sakharoff's offensive between Brody and Vladimir Tolynsk.

The Turkish armies in Armenia are retreating in disorder. We are within ten miles of Erzingan.

RUSSIANS PURSUING FLEEING TURKS.

PETROGRAD, July 26th.

A *communiqué* states:—The Russians are close on the heels of the Turks, who are fleeing in disorder towards Erzingan, abandoning guns, rifles and stores.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ITALIAN SUCCESSES.

ROME, July 25th.

A *communiqué* says:—We captured Mount Cimone and repulsed with heavy loss two enemy attacks. At Asiago we captured enemy trenches and prisoners.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

STEAMERS SUNK.

LONDON, July 26th.

The British steamers *Wolf*, *Llongwen* and *Knutsford* have been sunk. The crews were saved.

The steamer *Clive* has been sunk by a submarine in the Mediterranean.

NAPLES, July 26th.

Seventeen of the crew of the torpedoed *Llongwen* have been landed here. Fourteen were drowned through the capsizing of a boat.

[THROUGH REUTER'S AGENCY.]

THE DOVER PATROL. RECORD OF GOOD WORK.

LONDON, July 26th.

In a despatch, Vice-Admiral Bacon gives an account of the operations of the Dover patrol since December 3rd, 1915, in which he pays tribute to the unremitting energy of the officers and men under his command. He states that 21,000 merchantmen, besides warships and auxiliaries, passed the patrol in six months, of which only twenty-one were lost or seriously damaged by the enemy, while four per cent. of the patrollers were sunk, with a loss of seventy-seven lives. The patrol assists in guarding the flank of the cross-channel transports, in which not a single life had been lost.

Besides reconnaissances, naval airmen have carried out eleven raids on enemy aerodromes in Belgium, and thirteen attacks on enemy vessels, destroying nine enemy aeroplanes. The submarine service and the naval airmen in Flanders had been most valuable. Patrol boats had destroyed several submarines and some surface boats, much reducing the activity of submarines from the Belgian coast.

SUPER-SUBMARINES.

LONDON, July 26th.

The German technical monthly journal *Prometheus* declares that "two leading naval Powers" are building five thousand ton submarines with a speed of 26 knots on the surface and 16 knots submerged. They will each be fitted with thirty torpedo tubes and carry 150 mines.

SUBMARINES FOR DUTCH EAST INDIES.

ROTTERDAM, July 26th.

The Feyenoord Shipyard is constructing four large submarines for the Dutch East Indies.

FATE OF THE "BREMEN."

LONDON, July 26th.

The *Times*' New York correspondent states that the Germans fear that the submarine *Bremen*, sister-ship to the *Deutschland*, has been lost.

GENERAL.

[THROUGH REUTER'S AGENCY.]

MESOPOTAMIA AND DARDANELLES.

LONDON, July 25th.

Mr. Asquith will announce the names of the Mesopotamian and Dardanelles Commissioners to-morrow.

LATER.

The Mesopotamia Bill provides for the sitting of a Commission in India with the same compulsory power regarding attendance of witnesses and the production of documents as in England. If sittings are required elsewhere, as for instance, in Egypt, the necessary provision will be made by Order-in-Council.

PRISONERS IN BRITAIN AND GERMANY. A COMPARISON.

LONDON, July 25th.

In the House of Commons, Mr. Forster said there were 25,350 British prisoners in Germany and 20,200 German prisoners in Britain on June 30th.

TROOP TRAIN INCIDENT.

LONDON, July 26th.

In the House of Commons, Mr. Austen Chamberlain announced that he had directed the Raj, when it had fixed the responsibility for the deplorable troop train incident, to hold those responsible to strict account.

BLACKLISTING AMERICAN FIRMS.

LONDON, July 26th.

In the House of Commons, referring to the blacklisting of certain American firms, Lord Robert Cecil pointed out that it only applied to persons manifesting hostility against Britain.

LIVERPOOL COTTON MARKET.

LONDON, July 26th.

The Liverpool Cotton Market will be closed on the 29th inst. and on the five following Saturdays.

[THROUGH REUTER'S AGENCY.]

HOME RULE CONTROVERSY. NO SETTLEMENT.

LONDON, July 25th.

The debate on the Irish question in the House of Commons concluded as follows: Mr. J. Dillon, following Sir Edward Carson, declared that the settlement had finally broken down.

Mr. Asquith strongly appealed to the Nationalists to reconsider their decision. The motion was talked out.

CABINET RESIGNATIONS RUMOURED.

LONDON, July 25th.

According to the *Daily News*, it is freely stated that Mr. Lloyd George offered to resign in view of the Irish controversy, and it is understood that Mr. Asquith's attitude, if Mr. Lloyd George resigned, would be that he would consider himself bound to resign also. The matter is not being discussed, but the situation for the Coalition Government has not improved.

AN AUDIENCE WITH THE KING.

LONDON, July 25th.

There are no signs of the removal of the Irish deadlock. Mr. Asquith conferred with Mr. Balfour, Mr. Lloyd George, Mr. Bonar Law and Mr. Chamberlain for an hour to-day, after which he had an audience of the King—which is believed to be connected with the war-time administration of Ireland. In the event of negotiations for a settlement not being resumed, the Irish Members will meet before the sitting to-morrow, and other Parliamentary organisations are closely following events.

The Premier has promised to publish a *precis* of the Carson-Redmond agreement.

MR. PLUNKETT, M.P., ON THE SITUATION.

In a letter to the *Times* Mr. Horace Plunkett, M.P., says that the proposed unnatural partition of the country damns the scheme in the eyes of the Irish people.

AFRICAN NATIVES.

TO BE UTILISED FOR MILITARY PURPOSES.

LONDON, July 25th.

In the House of Commons, Mr. Bonar Law said the Government were carefully considering the question of the recruiting and training of native troops in East, West and Central Africa. Steps were being taken to make the best military use of natives in tropical Africa.

QUESTIONABLE COCONUT DEALING.

LONDON, July 25th.

In the House of Commons, Mr. Bonar Law announced that the Government were inquiring into the alleged purchases of coconut estates in various parts of the Empire by an alien firm.

SUPPLEMENTARY CIVIL SERVICE VOTE. SHACKLETON RELIEF EXPEDITIONS.

LONDON, July 25th.

The vote for the Civil Service Supplementary Estimate includes £20,000 for the Shackleton Relief Expeditions.

DOMINIONS AND WAR MATTERS.

LONDON, July 25th.

In the House of Lords, replying to Lord Templeton's question as to why no representatives of the Dominions were included in the Committee appointed to consider the conclusions of the Paris Economic Conference, The Marquis of Crewe said the present Committee was of a purely preliminary nature. He added:—"Opportunity will be given for the representation of all the self-governing Colonies on all questions affecting the Empire."

FATAL EXPLOSION.

CLEVELAND, July 25th.

Twenty-four persons have died as the result of an explosion in a waterworks tunnel under Lake Erie. Rescuers are seeking survivors.

[THROUGH REUTER'S AGENCY.]

MILITARY SERVICE ACTS ABROAD.

MALTA, July 26th.

It is understood that the non-enforcement of the Military Service Acts against Britishers residing in the Colonies and Protectorates is due to the fact that they are not applicable in Ireland.

DUTCH FISHERMEN'S PROTEST.

THE SEIZURE OF FISHING VESSELS.

THE HAGUE, July 25th.

With reference to the seizure of fishing vessels, the Fishermen's Unions have telegraphed to the British Minister (Sir Alan Johnstone) protesting against "the abuse of power, gross violation of rights and unjust measures" which will render idle ten thousand people dependent on the fisheries.

The Socialist paper *Het Volk* denounces this "act of war."

The British Minister has replied to the Unions reproaching the language used, and adding that it is useless to enter into a discussion, as a representative of the Dutch fisheries is discussing the matter in London.

THE DECCAN HORSE CHARGE.

LONDON, July 26th.

An officer in the Deccan Horse, in a letter to his wife, which has been published, describes the charge this Cavalry regiment undertook with the Dragoon Guards as follows:—"We started at six-thirty in the evening. We galloped three miles, under a heavy shelling, over ground full of shell-holes and barbed wire, old trenches, corpses, and all sorts of debris. We went full tilt down the steep bank into the valley, past the British Infantry, who were cheering madly. On we went past the wrecked guns, tons of ammunition, abandoned material, and dead Huns. Everywhere we met a terrific machine-gun fire. Sheltered by the bank, we were ordered to proceed. Our advance guard advanced under heavy fire for half a mile and prisoners eight terrified Huns, and killed 40. We dismounted and crawled into a wheatfield full of dead Germans. At the top of the hill we were held up by a heavy fire, to which we replied with our Hotchkiss guns. We retired a short distance, dug in, and held on till daybreak, enabling the Infantry to come up. The divisional General and Army Commander subsequently congratulated the Cavalry, who were 'all very bucked and proud.'"

DANISH WEST INDIES.

AMERICA'S NEW POSSESSION.

WASHINGTON, July 25th.

It is officially announced that the United States has practically concluded the purchase of the Danish West Indies for five million sterling.

The Treaty confirming the sale will probably be signed to-day, and will go immediately to the Senate.

PRUSSIAN HARVEST.

COMPULSORY SERVICE FOR WOMEN AND CHILDREN.

AMSTERDAM, July 26th.

Compulsory service in the harvest-fields for women and children has been introduced in West Prussia. Refusal to comply is punishable by a year's imprisonment or a \$75 fine.

KITCHENER MEMORIAL FUND.

LONDON, July 26th.

The Fund for a memorial to Lord Kitchener now stands at over £121,000. Among the subscribers is the Eastern Telegraph Company, £250; and the Bengal Iron and Steel Company, £100.

BRITISH SUGAR DEAL WITH HOLLAND.

LONDON, July 26th.

It is reported in the City that a further arrangement has been made with Holland for another large purchase of Java sugar, financed by the issue of Treasury Bills.

[THROUGH REUTER'S AGENCY.]

CASEMENT.

PETITION FOR REPRIEVE.

LONDON, July 26th.

The *Daily Mail* states that the execution of Roger Casement has been fixed for the 3rd August.

The Inspector-General of the Redmondite Volunteers has forwarded a petition to Mr. Asquith for the remission of the sentence passed on Roger Casement. The petition is signed by 25 Members of the House of Commons and 51 other notables.

MR. LLOYD GEORGE'S PREDICTION.

ROME, July 26th.

Mr. Lloyd George's prediction of victory within a few months is much commented upon. It is pointed out that Mr. Lloyd George has precise knowledge of the military power of the Allies and the conditions of the Central Powers.

CHINESE EASTERN RAILWAY.

Japanese Press reports are circulated to the effect that the Russian Government will transfer to the Japanese Government the Harbin-Kwanchengzu section of the Chinese Eastern Railway in payment of the prices of munitions. The intrinsic value of this section cannot be computed on the basis of the actual disbursements for construction alone. Such questions as how the railway connections are to be effected at the interlineal terminus and what will be the bearings of this section on the political and diplomatic relations of both countries must be taken into consideration. This section, about 160 miles in length, is appraised by some experts in the neighbourhood of Y. 25,000,000, which price, it is reported, will prove satisfactory to both parties. In the event of the transfer materializing, the Government will, in all probability, place this section under the management of the South Manchuria Railway Co.

THE POPULATIONS OF THE WORLD.

JAPAN HOLDS FIFTH PLACE.

The Statistical Bureau has just announced the population of Japan at the end of 1913, the figures for Japan proper being 52,556,295, and 15,168,923 additional for Chosen, 3,266,169 for Formosa and 1,301 for Saghalien. This makes the entire population of Japan 71,793,078. On the rough estimate of the world's population at 1,440,000,000, Japan has about 5 per cent. In population, Japan proper ranks fifth among the great countries of the world, China coming first, Russia, the United States of America and Germany next in order.

The increase of population in Japan proper is very rapid, the average in the five years previous to 1913 being 1.5 per cent. a year. This is a more rapid increase than in any of the European Powers. The density of population is great, coming next to Belgium, the Netherlands and England. The population in Japan is 234 per square mile (21 miles). As to the proportion of sexes there are 102.14 males for every 100 females. Quite recently there has been a tendency for the male population to increase more rapidly than that of the females, due to the greater death-rate of young females. Only 43 per cent. are married and the percentage unmarried is growing. This is because of poverty and late marriages.

AMERICAN FREIGHT CARS FOR CHINA.

The management of the Hanyueh branch of the Canton-Hankow Railway, of which Jeme Ten-yu is the managing director, has awarded the contract for 150 freight cars to the Robert Dollar Co.

The price for these cars was in the neighbourhood of G. \$400,000 delivered to the railway at Hankow, and the time of delivery has been settled for some time during the first half of next year. They include 75 of the high sided and 75 of the low sided type, and are to be constructed to conform to specifications furnished by the railway company. According to preliminary arrangements effected by the company it is probable that they will be built on the Pacific Coast.

Among the other bids were the following:— Samuel & Co., high sided cars, f.o.b. Liverpool, £555 each; low sided cars, f.o.b. Liverpool, £330 each. Jardine, Matheson & Co., delivered at Hankow, exclusive of landing charges, high sided cars £270 each; low sided cars £225 each. These prices include freight of £2.7 each.

Mitsui-Bussan-Kaisha, offering cars of the American Car Foundry Co., bid on a f.o.b. New York basis, G. \$350,000. The Stableford Co. offered high sided cars delivered at Wuchang for £501 low sided cars £342 each. This company offered to commence work within twenty-six weeks from receipt of the order, and to begin delivery ten weeks later. Their bid was conditioned upon the British Government permitting them to accept the order.

Fight with Your Money.

The chap who has
thrown up a good
job to fight the Hun
IS NOW ATTACK-
ING and blazing
away "bags" of
ammunition.

He is fighting for
YOU and he needs
your support. Are
you going to help
him?

If you have \$1000 in the bank it
will buy one £100 Exchequer Bond,
likewise \$500 will buy a £50 Post
Office Bond; and the Hongkong
Bank will apply for either if you
will drop them a chit.

Government is removing all Income-
tax restrictions and there is now
no question of trouble on this score,
so don't hesitate longer.

Buy To-day.

ALLIES' WAR PLANS. ROADS ON A LAND OF ISLANDS.

[BY PERCEVAL GIBSON.]

The population of Kieff is now renewing the emotions which were familiar in the early days of the war, when General Brusiloff was storming through Galicia and sending back scores after scores of trains laden with Austrian prisoners. Now, after a long lull, the same trains are again coming, and the hilly, tree-lined streets are once more blocked with long grey-blue columns of prisoners dragging through to the camps.

The preparations for General Brusiloff's latest achievement included the elimination of all correspondents from the front, and therefore, save for the skeleton narrative contained in the official dispatches and the added meagre accounts which leak through from the fighting army, another stage of the road to victory goes unrecorded.

PART OF PLAN.

I find that the opinion entertained here is that this advance is the first notable result of the co-ordination of the Allies' war plans, of which General Brusiloff spoke to me last month.

The sector upon which the chief progress has been made is on the Kovel-Rovno line, where General Puchaloff commanded the Fourth Austrian Army, with headquarters at Luck. This army was depleted lately by two army corps sent to the Italian front, where the Austrian pressure has greatly increased; hence this sudden movement which General Brusiloff forecasted when he told me "The Allies have a programme which will be adhered to."

The fighting so far has been most intense at three points—the Kovel-Rovno sector, in the neighbourhood of Tarnopol, and along the Etrypa. The first of these is a region called Polesie, where the armies were brought to a standstill last autumn in terrible forest marshes and practically uninhabitable country.

THE ROYAL ROAD—CONDUIT.

Here the development of that state of continual preparedness which enabled General Brusiloff to move at two days' notice involved the improvisation of a vast system of log roads over the morasses. It is a nightmare country, where the army lived on islands among still channels of black water, where the advanced positions were practically rafts stranded on mud-banks and approachable over logs laid down across the depths.

Beyond, visible across the timber breastwork, were the Austrian trenches, with higher ground behind. It is impossible within the scope of a cable to do justice to the resource and ingenuity which contrived means to pour a dense attack at a moment's notice over the narrow paths through the nan-drowning quagmires and deliver it upon the heels of the preparatory shelling on the top of the Austrian trenches, and rush it with a single impulse over the enemy positions, which a month before were occupied cautiously from a serene observation post, and to carry it on to the rising land on which Luck is the centre.

Proof of the suddenness of the movement and the condition of readiness of the armies under General Brusiloff's command are demonstrated by the fact that the official English cinematograph films of the British Army and Navy and the manufacture of munitions were actually being shown at the front the night before the orders were received to prepare to go forward.

The fighting near Tarnopol was the most desperate on the whole front. The positions to the Sereth were developed during the winter, till at many points the opposite trenches were very close, particularly along the low, broken hills of which the village of Gladky is the centre.

Along the Sereth and between the hills are characteristically excellent Galician roads, bordered every few hundred yards by statues of the Madonna and the saints. They give a special advantage to the dashing young Belgians in armoured cars, who after long waiting have eagerly seized this opportunity to justify themselves in the eyes of their Russian comrades.

The significance of the movement on the Strypa lies in the fact that victory involved the destruction of the strongest portion of the Austrian lines, where there was a mighty trench wire system and also strong forces of artillery. This region is open country, where the trenches were generally between 500 and 1,500 yards apart. The way to the front led through tremendous field fortifications extravagantly elaborated by the Russians, while aeroplane bird-eye photographs revealed that the whole position had been practically duplicated by the enemy.

YOUNG RUSSIA.

Thus, when every precautionary measure had been taken which ingenuity could devise there remained the still plain problem of straightforward fighting in the open. Here, in particular, young troops were brought to the test. Their numbers were enormous. A journey behind the front revealed at every turn division after division in reserve. Repeatedly officers invited me to take note of the superb physique and splendid youth of the men, inquiring "How's that for recruits after two years of war?"

The presence of a considerable leaven of Germans among the prisoners was a surprise.

General Brusiloff is the man of the hour in Russia. The last few days' captures have brought the total prisoners taken by him since the beginning of the war to nearly 450,000, besides about 500 guns and an uncountable quantity of other spoil. He is a man on the further edge of virile middle age, grey, and urbane in a dry and faintly formal manner, exceedingly spruce in a neat uniform of superlative khaki, upon which shine heavy golden aiguillettes and Orders. Famous throughout the army as a man always eager to attack, he told me that he looks forward to the possibility that the war may one day reach a

(Continued on next Column.)

CANVAS PAINTED SCENERY. FOOLING GERMAN AVIATORS.

France has recruited all of the scene painters of the republic and formed them into a battalion for the purpose of painting "deceivers" to fool enemy aeroplane scouts, according to E. Alexander Powell, who has made three visits to the front as a war correspondent.

"The French scene painters are doing great work in the war," said Mr. Powell. "When a new artillery position is taken up, the batteries are covered with canvas tents, on the tops of which the scenic artists paint designs representing flower beds, shrubbery, cobblestones or some other pattern that will deceive the high-flying German aeroplane observers. The work is successfully, too, and the scene painters are in great demand. The French army has recruited a whole battalion of them, impressing every scene painter in the country into the service."

OILCLOTH FOR NIPPERS.

"Another device of the French army is the substitution of oilcloth for nippers in cutting barbed-wire entanglements when charging. Formerly they sent out men with nippers, whose duty was to cut wires until they were killed, when others took their place. Eventually enough wire was cut to permit an advance. Now they simply drape heavy oilcloth over it without a scratch."

HOW THE ORACLE IS WORKED.

A Vienna paper had decided that the war would be over on July 10th. It worked it out by adding together, in the case of the Emperor and the Kaiser, the following figures:—Year of birth, year of accession, age, and years of reign, and in each case the figure secured was 3,832. Dividing the total by two, one obtains 1916. By adding up the first two figures of 1916 one obtains 10, and by the adding up the last two, seven—which means that peace will be signed on July 10th, 1916! A London paper says it is "certainly curious" that the outstanding dates in the lives of the two Kaisers should add up to the same total. But is it? Try it on anybody—King Ferdinand or on the office boy, who is neither King nor Kaiser, with the same result!

Born	1901
Joined Staff	1914
Age	15
"Resigned"	2

Not to make too much of a mystery of it, it only means that twice 1916 is 3832. Next year the not very mystic number will be 3834.

HISTORY REPEATING ITSELF.

Professor Collins, of Christiania University, writes as follows in *Videnskepp*:

The military history of modern Europe moves on great monumental lines, which are beginning to stand clearly forth in the light of present events. Four times in the course of four centuries has a single European State been so powerful and so ambitious that it has sought to win the overlordship of Europe, and thereby of the world: The Spain of Philip II., the France of Louis XIV., the France of Napoleon I., and now, at last, Germany. Four times have less powerful military States formed a great coalition to avert a new Roman Empire, built upon conquest. The dream of "Universal Monarchy," inherited from the Romans, has three times suffered shipwreck, and is presumably on the point of sailing on the rocks a fourth time. And this time may not improbably prove to be the last. In that case it is a new era of which we are witnessing the unspeakable birth-pangs. England has in every case acted in its own well-considered interest, but at the same time, whether purposely or not, in the interest of the whole European family. To the advantage of all, no less than to their own, the British have kept the way open towards a far higher form of world State than any Universal Monarchy.

RUDYARD KIPLING ON SUBMARINES. "THE TRADE."

I—Some work in the Baltic. They bear, in place of classic names, Letters and numbers on their skin. They play their grisly blindfold games In little boxes made of tin. Sometimes they stalk the Zeppelin. Sometimes they learn where mines are laid.

Or where the Baltic ice is thin, That is the custom of "The Trade."

Few prize-courts sit upon their claims, They seldom tow their targets in. They follow certain secret seas Down under, far from strife or din. When they are ready to begin No flag is flown, no fuss is made. More than the shearing of a pin. That is the custom of "The Trade."

The Scout's quadruple funnel flames A mark from Sweden to the Swin. The Cruiser's thunderous screw proclaims Her coming out and goings in.

But only whiffs of paraffin Or creamy rings that fizz and fade Show where the one-eyed Death has been. That is the custom of "The Trade."

Their fests, their fortunes, and their fates Are hidden from their nearest Kin; No eager public backs or names, No journal prints the yarn they spin. (The Censor would not let it in!) When they return from run or raid, Unheard they work, unseen they win. That is the custom of "The Trade."

—Daily Mail.

stage when the present position of the fighting will cease and give place to battle-maneuvres. "We need not only victory but victory *avec éclat*," he says.—*Daily Chronicle*.

THE GERMAN FAMILY MENU. HOUSEHOLD PRICES AND SUPPLIES.

The *Times* of June 16th publishes the following account of life in Berlin, which is stated to be the record of the actual experiences of a typical family of the middle class. There was at the beginning of the war very little difference in the quantity, quality, or price of food and other articles. For the first year one could get practically anything one wanted. Prices, however, gradually rose until four months ago; but it is during the last three months that the pinch has really been felt.

Separate cards are now required for purchasing (1) bread; (2) butter; (3) sugar; (4) potatoes; (5) meat; (6) soap; and in addition there is (7) a *Lebensmittelschein* (food card). It is said that there are soon to be egg cards, the allowance being two eggs per week per head. Eggs were plentiful up to three weeks ago and to be had at 2d. each, but the latest prices are 3s. for 15, and rather more if bought singly.

In Berlin, at any rate, the allowance of bread has always been procurable. This was about 4lb. per week per head, but is now reduced by about 1-5lb., that is, from 2,000 grammes to 1,500. Flour up to 3lb. is allowed instead of an equal quantity of bread. It is, however, often "sold out."

The allowance of butter was 125 grammes (about 1lb.). This has been reduced to 80 grammes (about 1-6lb.).

Sugar is allowed up to 1lb. a week. At times there is none to be had. At other times stocks are available, but if the allowance has already been taken, more will not be sold. Recently every household has had to fill up a form stating how much jam it is intended to make and how much sugar will be required for that purpose.

My informant never had to show the potato card, possibly because he was recognized as an old customer. The *Lebensmittelschein* was also never demanded, and it is not clear what its object is. Its production may perhaps be called for in shops where the purchaser is not known.

Throughout May no soap was sold at all. The effect of this deprivation was noticeable in crowded places.

THE CARD RATIONS.

The meat cards were introduced about six weeks ago. The allowance is 3lb. a week for each person. Every family had to name the butcher with whom it dealt. A card was then received stating on which day of the week each individual would receive his or her allowance. The reason given was that this was to prevent crowding at the shops, but in practice this was not effected.

For the last three months crowds have waited in front of shops whenever there was a scarcity of any kind of provisions, and two policemen are always stationed at each provision shop during the sales to regulate the traffic and prevent disturbances. Women wait from 10 in the morning till 7 in the evening, when the shop opened. Perhaps only 50 would be served before it was announced that the shop was "sold out."

My informant had not tasted butcher's meat for the last nine weeks. The maid would so often return empty-handed that finally it was not thought worth while to send the only domestic to stand about all day on the mere chance of being able to procure a supply. Provisions, however, were heavy or bulky, had to be carried home by the purchasers. Only the larger shops would send goods if the purchases were above 10s. in amount.

No fat or cooking oil has been available for months. The shops are besieged when margarine arrives. Only a quarter of a pound may be sold to each family. This is stamped on the bread card and the shopman will refuse to sell any to another member of the same family.

Onions are sold without cards, but only 3lb. at a time.

Sago can be had and also the German equivalent for macaroni (*Nudeln*), but for months there has been no rice or imported macaroni.

Fish is procurable, but prices are high. Milk could always be had by my informant who was a customer of long standing at a particular dairy, but there were complaints of shortage. The price was reasonable—4d. a quart (litre).

A word about present prices. Until the Government regulated the price of meat the shops asked what they liked, 4s. and 5s. a lb. in fact any fancy price the customers would pay. My informant saw a goose ticketed 25 4s., and has actually witnessed a rabbit sold for 9s.

Chicken is from 2s. 5d. to 2s. 6d. a lb. Mackerel and large smoked herrings cost a shilling each. Cod is relatively cheap at 1s. 6d. per lb. Its price before the war was 4d. Potatoes cost 11d. and 10lb. Small cauliflowers cost 11d. and 1s. each. Cabbages (*Weisskohl*) are sold by weight at 1s. a lb. Coffee is scarcely obtainable at 4s. or 5s. a lb. but an excellent substitute, scarcely distinguishable from real coffee, can be had from 1s. 5d. to 2s. 6d. Sago is 10d. a lb.

Petroleum, when procurable, is sold only in quantities of a pint, and has to be scrambled for. For months methylated spirit has not been procurable for love or money. Every provision shop is reduced to dressing its windows with dummy tins and packets—a frequent cause of disappointment. Hundreds of shops have been closed, possibly because the women are incapable of carrying on alone.

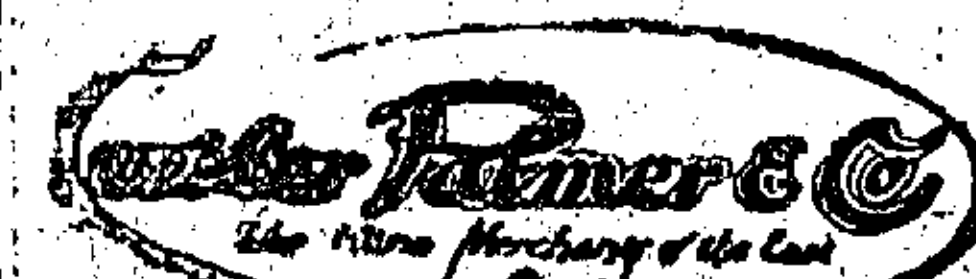
My informant could not say if there has been shooting at food riots. There has been undoubtedly been riots. There would be report of a riot. The next day shops in the locality could be seen with the windows smashed or boarded up.

A BILL OF FARE.

I will now give an idea of the fare enjoyed by the household in which my informant lived:—

Breakfast—Coffee and rolls. Jam always to be had, but sometimes there would be no butter for a fortnight on end.

(Continued on next Column.)



NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF

IMITATIONS.

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & CO.,

and from ALL WINE MERCHANTS.

[38]

CHILD IN TORTURE WITH RASH ON FACE

Spread Over Head and Body. Had to Tie Hands. Could Scarcely See Out of Eyes. Had No Rest Night or Day. Cuticura Soap and Ointment Healed.

40, Basilborough St., New Cross, London, S. E., Eng.—"My little girl three years old came out in a rash all over her face. The

inflammation was so great that she used to scratch so much the skin broke out into running sores. It spread all over her head and body. The

torture was terrible; I had to tie her hands to keep her from scratching. It still got worse.

She could scarcely see out of her eyes. I had no rest night or day with her and the

disfigurement was so bad that I was ashamed to have my friends see her. I began to get

worried.

"I was told to use Cuticura Soap and Ointment but I tried several cheap imitations but it still got worse. I began to think it would prove

fatal when a neighbour told me of an advertisement of Cuticura Soap and Ointment and I at once sent for a sample. The first

application relieved her and I bought a supply. After using four or five boxes of

Cuticura Ointment and the Cuticura Soap my little girl was completely cured."

(Signed) Mrs. A. Atkins, Jan. 21, 1914.

Samples Free by Post. Although Cuticura Soap and Ointment are sold throughout the world, a sample of each with 25-p. skin Book will be sent free upon request. Address post-card: P. Newbery & Sons, 27, Charterhouse St., London.

HAVE YOU A BAD LEG

with trouble the doctor's or otherwise perhaps you have not seen your leg on the inside part it leaves the impression of

sc, under the skin you have noticed, which

happens your leg is swollen, the joints being

swollen, the veins will be enlarged, or there

may be aching, the disease, it should be

noticed, will deprive you of the power to walk.

You may have attended various hospitals and

consulted all manner of doctors, but you

Grasshopper Treatment, which is a pure and

entirely new method of treating the disease, is

known to all. It is a simple and easy method

of treating the disease, and it is a pure and

entirely new method of treating the disease, is

known to all. It is a simple and easy method

of treating the disease, and it is a pure and

entirely new method of treating the disease, is

known to all. It is a simple and easy method

of treating the disease, and it is a pure and

entirely new method of treating the disease, is

known to all. It is a simple and easy method

of treating the disease, and it is a pure and

entirely new method of treating the disease, is

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING

FROM HONGKONG Connecting with FROM COLOMBO

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong ... S.S. "SALAMIS" ... 12th August.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

LONDON ... "CITY OF NORWICH" ... On 12th Sept.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
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GENERAL AGENTS

Hongkong 22nd July, 1916.

104

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMER TO SAIL
HONGKONG, PAKHOI and HAIPHONG "KAIFONG" ... On 27th July, Noon.
SHANGHAI "SHANTUNG" ... On 27th July, 4 p.m.
SHANGHAI & NEWCHANG "SINGAN" ... On 28th July, 4 p.m.
SHANGHAI "YINGCHOW" ... On 28th July, 4 p.m.
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DIRECT SAILINGS TO WEST RIVER Twice Weekly.
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SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. SS. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

Occupying at 9 to 10 Days

STEAMER	CAPTAIN	LEAVING
"HAIPHONG"	Capt. J. W. Evans	FRIDAY, 28th July, at 2 P.M.
"HAIPHONG"	Capt. W. C. Passmore	TUESDAY, 1st Aug, at 2 P.M.
"HAIPHONG"	Capt. J. S. Thomson	FRIDAY, 4th Aug, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LARPAIK & Co.,
GENERAL MANAGERS.

Hongkong, 26th July, 1916.

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "SANTHIA," 5,191 tons, Capt. J. W. Robertson, will be despatched for SHANGHAI, KOBE, and MOI on 29th July.

WESTWARD

S.S. "JAPAN," 5,013 tons, Captain G. P. Selden, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 29th July.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 26th July, 1916.

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P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to	Leave Hongkong Noon Friday	Connecting Mail Str. from Colombo	Due at MARSEILLES 1916	Due at LONDON 1916
NANKIN	July 28	Through Steamer	Sept. 1	Sept. 10
NOVABA	Aug. 11	"KAISAR-I-HIND"	Sept. 11	Sept. 18
NORE	Aug. 25	"MOOLTAN"	Sept. 25	Oct. 2
NAMUR	Sept. 8	"KASHGAR"	Oct. 9	Oct. 16
SARDINIA	Sept. 22	Through Steamer	Oct. 16	Nov. 4
NOVABA	Oct. 6	Through Steamer	Nov. 9	Nov. 19
NORE	Oct. 20	"MOHRA"	Nov. 23	Dec. 2
NYANZA	Nov. 3	Through Steamer	Dec. 6	Dec. 15
	Nov. 17	"MONGOLIA"	Dec. 17	Dec. 24

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

SS.	LEAVE HONGKONG ABOUT
NORE	THURSDAY, 3rd August
MALTA	MONDAY, 14th August
NAMUR	SUNDAY, 27th August
SARDINIA	SATURDAY, 9th September

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Return Tickets are available by Messageries Maritimes Company.

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INTERMEDIATE (Non-Transshipment) STEAMERS—
WILL LEAVE DIRECT FOR
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CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong about	Leave S'pore about	Due at MARSEILLES if calling about	Due at LONDON about
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All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years, or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
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NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

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SUBJECT TO ALTERATION

DESTINATION	STEAMER	Tons and Displacement	SAILING DATES
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	SUWA MARU Capt. T. Kikue	21,000	THURSDAY, 3rd Aug. at Noon
	ATSUTA MARU Capt. Sato	18,000	TUESDAY, 10th Aug. at Noon
VICTORIA, H.O. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	KAMAKURA MARU Capt. T. Kusano	12,400	TUESDAY, 8th Aug. at 4 P.M.
	YOKOHAMA MARU Capt. Shinobe	12,500	WEDNESDAY, 30th Aug. at 4 P.M.
SYDNEY and MELBOURNE VIA MANILA, BANGALORE, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SAKI MARU Capt. K. I. Kikawa	19,500	TUESDAY, 15th Aug. at 11 A.M.
	TANGO MARU Capt. S. Takao	13,500	TUESDAY, 12th Aug. at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	COLOMBO MARU Capt. Nomura	8,000	SUNDAY, 30th July
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	RANGOON MARU Capt. Mori	8,000	SUNDAY, 20th Aug.
KOBE and YOKOHAMA	TENSHIN MARU Capt. Kawai	8,000	MONDAY, 31st July
SHANGHAI and KOBE	YETOROFU MARU Capt. Ogura	8,000	FRIDAY, 11th Aug.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Takano	13,500	SATURDAY, 12th Aug. at 5 P.M.
SHANGHAI, KOBE and YOKOHAMA	IYO MARU Capt. K. Syeda	12,500	SUNDAY, 30th July, at 10 A.M.

EASTBOUND NEW YORK LINE
VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK VIA SINGAPORE, DURBAN, CAPE TOWN and SANTOS
WAKASA MARU
Capt. Itano
12,500
Sails from Kobe Middle August

* Wireless Telegraphy.
For Further Information apply to—

NIPPON YUSEN KAISHA,
B. MORI, MANAGER.

TELEPHONE Nos. 92 and 233.

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SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
NIFFON MARU	11,000—15 knots	THURS, 3rd Aug. 10.30 A.M.
SHINYO MARU	22,000—21 knots	WED, 16th Aug Noon.
ANYO MARU	18,500—15 knots	TUES, 12th Sept. Noon.
PERSIA MARU	9,000—14 knots	THURS, 21st Sept. 10.30 A.M.
TENYO MARU	22,000—21 knots	WED, 4th Oct., Noon.

† Via MANILA, Omitting Shanghai

* Cargo only.

‡ Proceeding to South American Ports.

§ Omitting Manila, Shanghai and Honolulu.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £60. " " " £96.10.
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Steamer	Tons and Speed	Sails
ANYO MARU	18,500—15 knots	TUESDAY, 12th Sept.

For Full Particulars as to Passage and Freight, apply to—
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King's Building, 213

TELEPHONE 391.

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VIA SHANGHAI

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OUTWARD

FOR SHANGHAI, KOBE AND YOKOHAMA	STEAMER	TO SAIL
	ATHOS	On or about 2nd Aug.

HOMeward

MARSEILLES VIA HAIPHONG, TOBANE and SAIGON (Without Transshipment)	STEAMER	TO SAIL
	POLYNESIE	On or about 7th Aug.

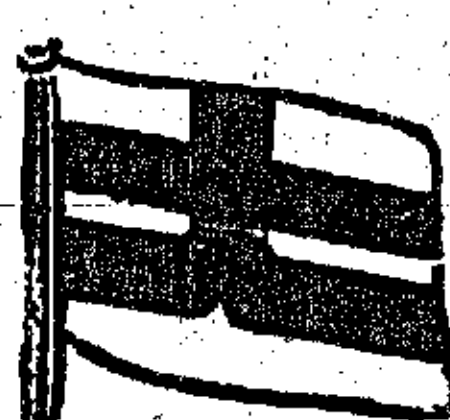
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1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co. for return journey.
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REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

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FOR VICTORIA, SEATTLE AND TACOMA,
VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA

STEAMER	Some Kawa	FRIDAY	28th July, at 3 P.M.
"MEXICO MARU"		MONDAY	31st July, at 1 P.M.

† Omitting Shanghai and Nagasaki.

* Omitting Manila and Nagasaki

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE PORT SWETTENHAM, AND COLOMBO.

STEAMER	SUNDAY	30th July, at Noon.
"INDO MARU"		

JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, BATAVIA and SINGAPORE.

STEAMER	Y. Fuzuno	FRIDAY	4th Aug. at Noon.
"YERIMO MARU"			

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY

STEAMER	SUNDAY	30th July, at Noon
"AMAKUSA MARU"		

* Proceeding to Keelung via Swatow and Amoy.
* Proceeding to Anping and Takao.
These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.
For FURTHER INFORMATION, apply to—

H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building.

TEL. Nos. 744 and 745.

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MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	5th Aug.	On 27th Aug. 11 A.M.
EASTERN	18th Sept.	On 4th Oct. 11 A.M.

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22

